BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

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Formula 1 chronicles

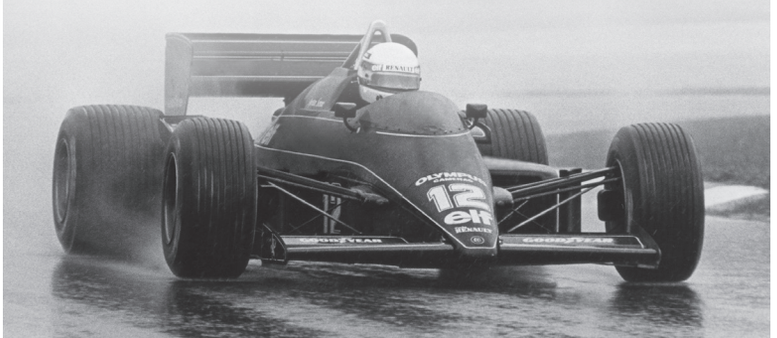
Graham Hill is the only driver in history to have triumphed in the three most prestigious races on the world

Life of an idol

In five editions of the World Karting Championship, Senna was the runner-up in two of them

Assembly

Monocoque chassis top section and anti-roll bar assembly



The publishers thank the Ayrton Senna Memorial for its worthwhile contribution to the content on the Driver's story.

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GRAHAM HILL

The winner of the Triple Crown

Two-time Formula 1 World Champion, the English all-rounder is still the only driver in history to win at Monaco, Indianapolis, and Le Mans

For most drivers, a "hat trick" means starting from pole position, setting the fastest lap, and winning the race. However, the Englishman Graham Hill, and he alone, took the expression to a whole other level. Hill is the only driver in history to have triumphed in the three most prestigious races on Earth: the Monaco Grand Prix, the Indianapolis 500, and the 24 Hours of Le Mans – a "hat trick" that granted him a previously inconceivable Triple Crown in the motor-racing world. Yet there is so much more to the Englishman. In his list of feats, there are also two Formula 1 World Titles and five wins at the Monaco Grand Prix – a record that was only surpassed in 1993, when Ayrton Senna secured his sixth victory in Monte Carlo.

Hill had one of the most long-lasting careers in the history of Formula 1, a category he competed in from 1958 to 1975, when he died in an air crash: the plane he was piloting crashed in England and killed Hill and the five passengers, including four members of Embassy Hill, the F1 team founded by him years earlier.

A TITLE WITH BRM

Born in London on February 15, 1929, Graham Hill was one of the drivers in Lotus' debut season in Formula 1, in 1958. However, his first two years with Colin Chapman's team did not pan out, and the Englishman headed in a new direction when he switched to British Racing Motors (BRM), in 1960. Yet again, the first two seasons with the new team did not bear fruit. His best result was only a third place in the 1960 Dutch Grand Prix.

In 1962, the tide turned. As Lotus built a car specifically for Jim Clark, so BRM did the same for Hill, and finally the team had a competitive car. In the first race of the season, in the Netherlands, Graham Hill secured his first Formula 1 win. Even so, Clark would also impress, and the Championship rivalry between the two giants would only end in the last race, in South Africa – when Jim Clark retired with 20 laps to go, Hill won in Kyalami and thus achieved his first World Title.



Nationaal Archief

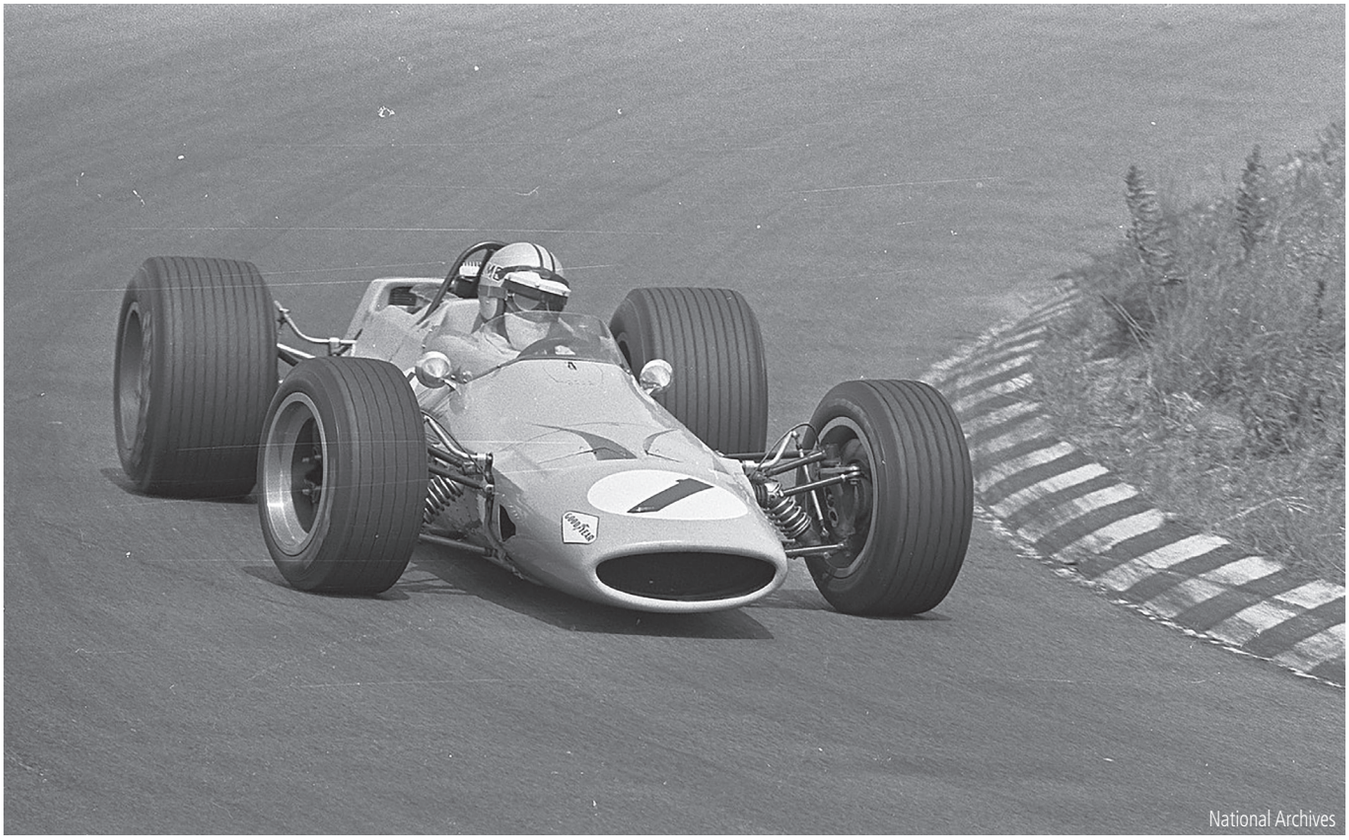
Graham Hill's record of winning five times in Monaco was only surpassed in 1993, when Ayrton Senna recorded his sixth win in the principality

The following year, Jim Clark and Lotus would fight back with the unbeatable Lotus 25, winning the World Championship with a large lead over Hill, the runner-up. The Englishman from BRM, on the other hand, would win that year's Monaco Grand Prix, the first of a series that would comprise his victories in 1964, 1965, 1968, and 1969 – he was then nicknamed "Mister Monaco".

And though a win at Monaco slipped through his fingers in 1966, Hill went to the United States and won that year's Indianapolis 500, achieving victory even though he had started the race from 15th on the grid.

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In 1996, Damon Hill, Graham's son, won the Formula 1 World Championship, the first father and son one-two in the history of the category



***Winning year:** Graham Hill drives his Lotus 49B at the 1968 Dutch Grand Prix, the season in which he won his second World Title*

A TRIUMPHANT RETURN

Graham Hill returned to his roots in 1967 and rejoined Lotus, where he would have none other than Jim Clark as a teammate. The Scotsman was on a roll, winning four Grands Prix and finishing third in the F1 Drivers' Championship. Meanwhile, Hill had a season to be forgotten: he retired in eight out of 11 races.

For the following year, Colin Chapman would keep the two champions, who secured a one-two in the first race of the season, in South Africa: Jim Clark came first and Graham Hill was second. Unfortunately, in April of 1968, Clark's death in a Formula 2 race in Germany would bring pain to the Lotus team. Things would get even worse the following month: Mike Spence, Clark's replacement at Lotus for the remainder of the season, died in an accident during a practice session for the Indianapolis 500, five days prior to the Spanish Grand Prix, which would be the first after Jim Clark's death.

Devastated, Colin Chapman did not show up in Spain. However, Graham Hill, the only Lotus driver on the grid, won the race in spectacular fashion; his car was decked out in red and gold, the colors of Gold Leaf, the team's new sponsor. Hill would go on to secure the Title, and dedicated his second World Championship win to Jim Clark.

THE TIRELESS VETERAN

Graham Hill longed for more, and in 1972 he secured his last crown. Racing alongside Frenchman Henri Pescarolo for the Matra-Simca Shell team, the 42-year-old Englishman won the greatest endurance race in the motor-racing world – the 24 Hours of Le Mans. It was the crowning glory for one of the most magnificent performers in the art of racing. He once proudly said: "The track is my canvas. The car is my brush."

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KARTING IN EUROPE

The win that slipped away

Senna took part in five editions of the World Karting Championship. His two runner-up finishes were his best results

Milan, 1978. An 18-year-old Brazilian arrived at the brothers Angelo and Achille Parrilla's go-kart factory, DAP. The World Karting Championship was scheduled to take place within a few weeks, in Le Mans, France. As he could only speak a little Italian, the young Senna had asked friends to help him hire the DAP team's services and equipment to make his debut in the competition. He knew no one there, and no one knew him… at least for the time being.

Ayrton Senna was already a sensation in the national karting scene, but he knew he needed to get out of his comfort zone to grow. That is why he decided to tackle his first challenge in the Old Continent, facing the scrutiny of much more experienced drivers who were used to the equipment, the tracks, and the environment. He made an immediate impression, securing a respectable sixth place, which kept him as an official DAP driver for the following World Championship, in Portugal.

A TOUGH DECISION

Held at Estoril between September 19–23, 1979, the competition was already shining a light on Ayrton as he was one of the stars, along with Englishman Terry Fullerton and Dutchman Peter Koene, his teammates at DAP. The Brazilian did not let anyone down and had a walkover in his heat, qualifying for the finals, which would be held over three rounds.

Senna came fifth in the first round, second in the second, and won the third round. After the three rounds, Senna had the same score as Dutchman Peter Koene, who had respectively come in second, first, and sixth places in the races. At the end of the third race, Ayrton and the 20,000 Portuguese spectators in the stands believed the Brazilian had won the Title. Until the previous year, a tie breaker would consider the standings in the previous series. However, regulations had now changed, establishing that the best time in qualifying would be the deciding factor. Therefore, Koene's fifth best time surpassed Senna's eighth, so the Brazilian was only runner-up.



"That was a major blow, for a World Championship is not something unimportant to lose. However, it's not fair to abide by a regulation in which the third final is not considered to break the tie, in case of equal score in the first two final rounds"

Ayrton Senna

THE LOUSY SWISS DRIVER

Another chance came up in September 1980, at the following World Karting Championship, to be held in

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Sensation: *Senna steps on the throttle of his DAP go-kart in Estoril, during the 1979 World Championship*

Nivelles, Belgium. Once again, Senna easily qualified for the finals. However, in the very first decisive round, the Brazilian watched his dream speed away into the distance. Ayrton was fighting wheel-to-wheel with Fullerton for the lead, when his car was inexplicably hit in the rear by Swiss driver Marcel Gysin. As a result, Senna spun and fell back several positions until he managed to return to the track, ultimately finishing in 13th position.

(Gysin's clumsiness – or malicious intent, as many experts have considered – did not go unnoticed by *Karting* magazine, which in its post-World Championship issue made a point of holding the Swiss driver accountable for the damage: "In the Italian scene, Swiss driver Gysin has been regarded as a pitiful figure in karting. In Nivelles, Gysin prevented da Silva from winning a title that the Brazilian would surely win.")

Ayrton would win the second race and come third in the last one, but he would again finish runner-up in the Championship, just one point behind Dutchman Peter de Bruyn.

Interestingly, Ayrton ended up as the runner-up to two Dutchmen in the World Karting Championship: Peter Koene, in 1979, and Peter De Bruyn, in 1980

THE LAST ATTEMPTS

From the following year on, Senna would start his career in single-seaters, first in Formula Ford 1600, in 1981, and then in Formula Ford 2000, in 1982. Fortunately, Senna won all the titles he could. In those two years, the Brazilian driver would also return to the World Karting Championships: the first in Parma, Italy, and the second in Kalmar, Sweden. Again, he would return without the crown, finishing in fourth and 14th places respectively.

The experience in Europe made Ayrton grow as a sportsman, as pointed out by former teammate Terry Fullerton. "The last time I talked to him was at Silverstone in 1983. He seemed more confident. He had grown up," he told Christopher Hilton. "When I heard he had started racing in single-seaters, I was sure he would make it to the top."

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MONOCOQUE CHASSIS TOP SECTION AND ANTI-ROLL BAR ASSEMBLY

PARTS

8A



8B



8C

8D



8E



8F



BM



EM



IP



KP



8A Monocoque chassis top section
8B Anti-roll adjusting command bar knob
8C Anti-roll adjusting command housing
8D Anti-roll adjusting command bar
8E Cockpit left panel
8F Chassis ID plate

BM Screws 1.7 x 4 mm, 7 pcs*
EM Screws 2 x 4 x 5.5 mm, 5 pcs*
IP Screws 1.7 x 3 x 3.5 mm, 8 pcs*
KP Screws 2.3 x 3 mm, 13 pcs*

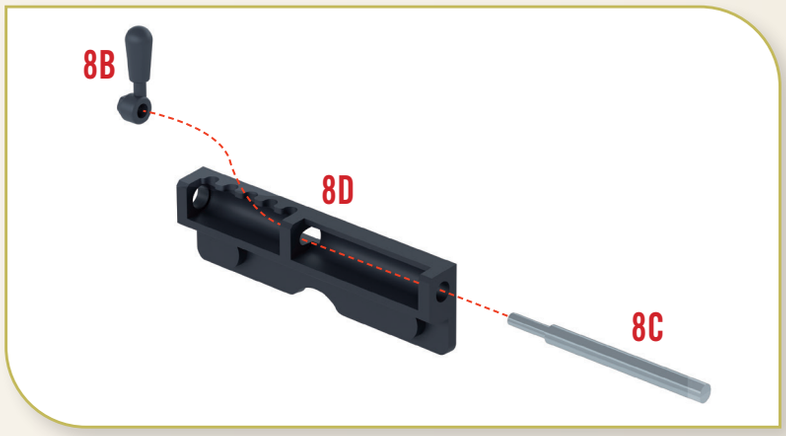
* Including spares

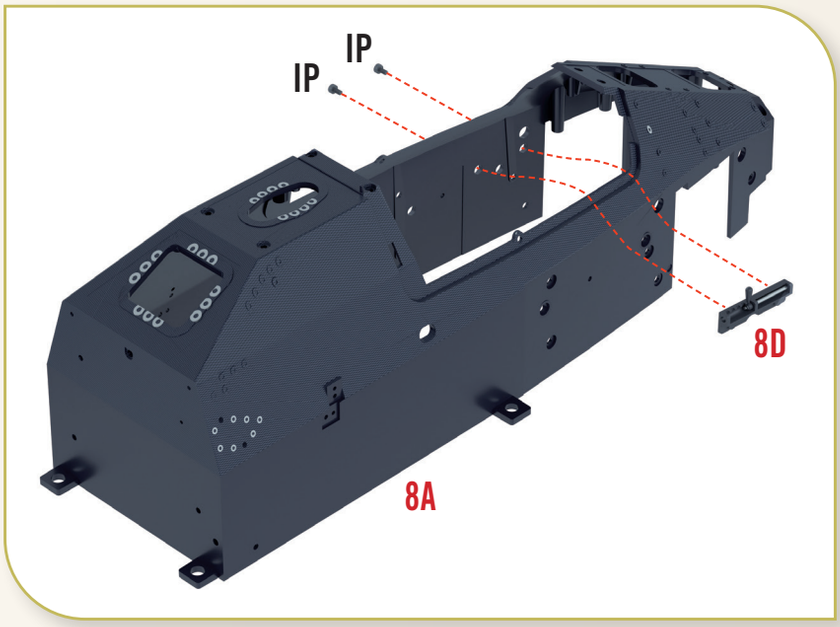
Publisher's note: the finish of the parts in the pictures may differ from the parts enclosed in this issue. This in no way affects either the product quality or the assembly instructions.

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STEP 8-1

Insert the narrow edge of the anti-roll adjusting command housing **8C** into the anti-roll adjusting command bar **8D**. Referring to the image, attach the edge of the anti-roll adjusting command housing **8C** to the head of the anti-roll adjusting command bar knob **8B**.





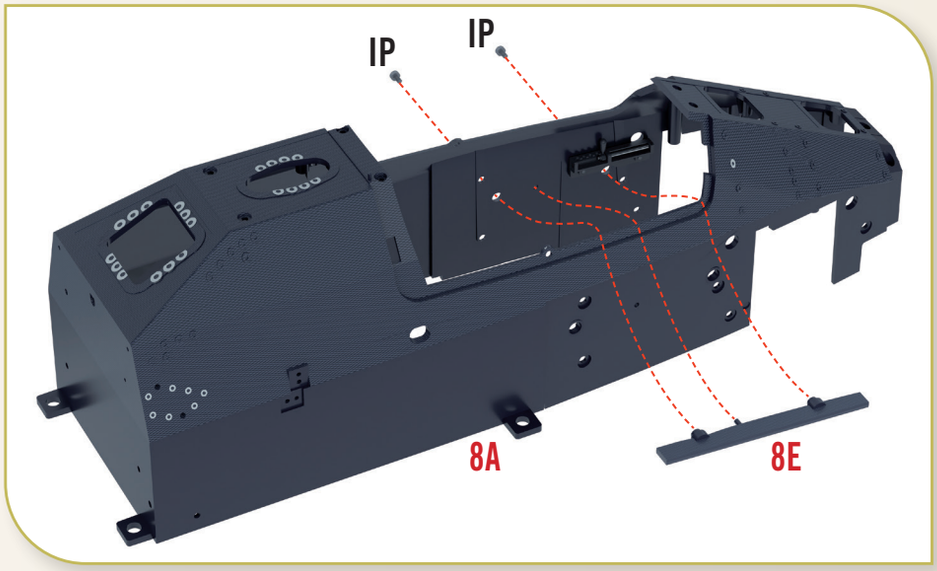
STEP 8-2

Attach the anti-roll adjusting command bar **8D** to the left inner side of the monocoque chassis top section **8A**, using two **IP** screws. Note that the screws must be inserted from the outer side of the monocoque chassis top section.

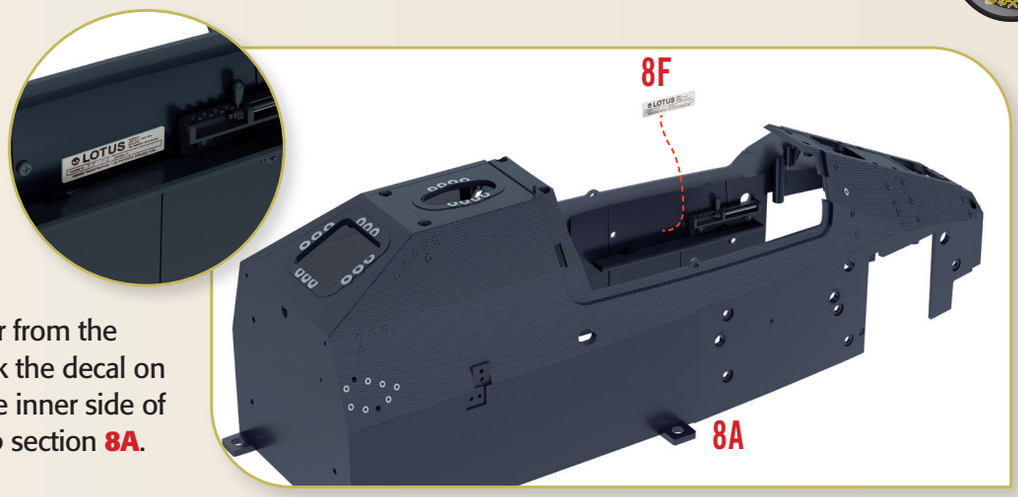
BEFORE STARTING
Make the necessary checks to identify each of the parts. Read all the steps beforehand to get an idea of what to do during assembly.

STEP 8-3

Place the cockpit left panel **8E** inside the monocoque chassis top section **8A**, but under the anti-roll adjusting command bar **8D**. To make sure that the positioning is correct, note the attachment of the pin on the cockpit left panel **8E** in the image. On the outside, secure the parts using two **IP** screws.

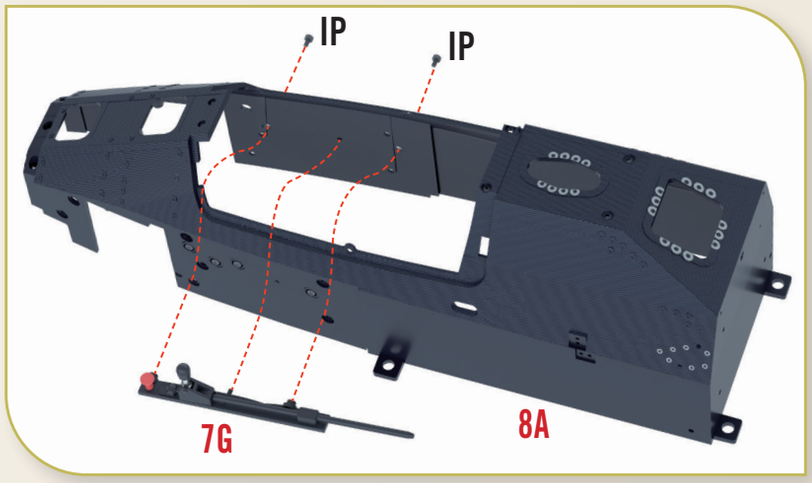


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STEP 8-4

Remove the protective layer from the chassis ID plate **8F** and stick the decal on the indicated position in the inner side of the monocoque chassis top section **8A**.

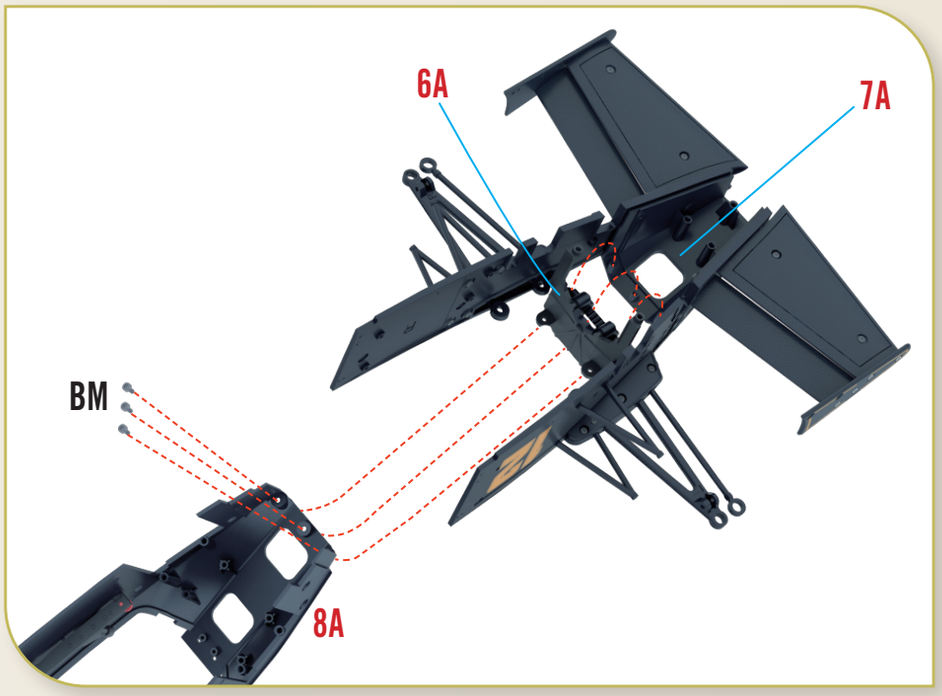


STEP 8-5

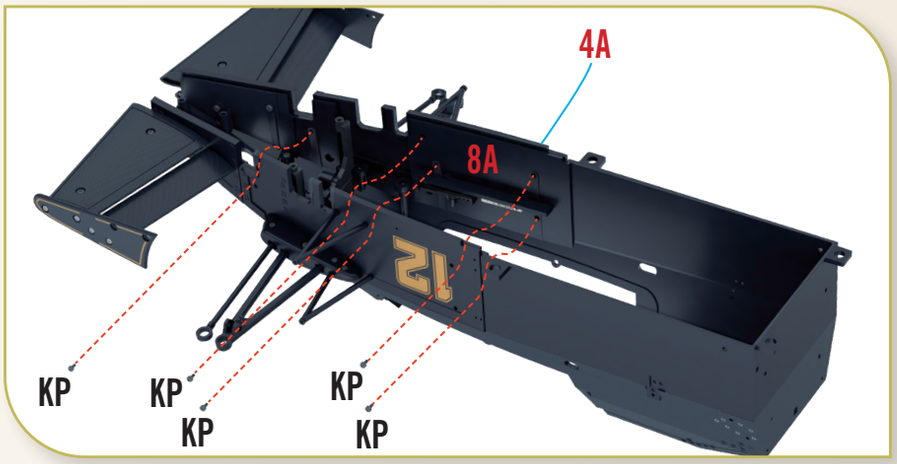
Retrieve the cockpit right panel **7G** set you assembled in issue 7 and place it inside the monocoque chassis top section **8A**. It must be positioned on the right side. On the outside, secure the parts using two **IP** screws.

STEP 8-6

Join the nose cone front section **7A** and the monocoque chassis top section **8A**. To do so, insert the monocoque chassis top section **8A** underneath the steering rack mounting bulkhead **6A** and connect the three pins in the inner side of the nose cone front section **7A** to the three front holes in the monocoque chassis top section **8A**. Secure the parts using three **BM** screws.



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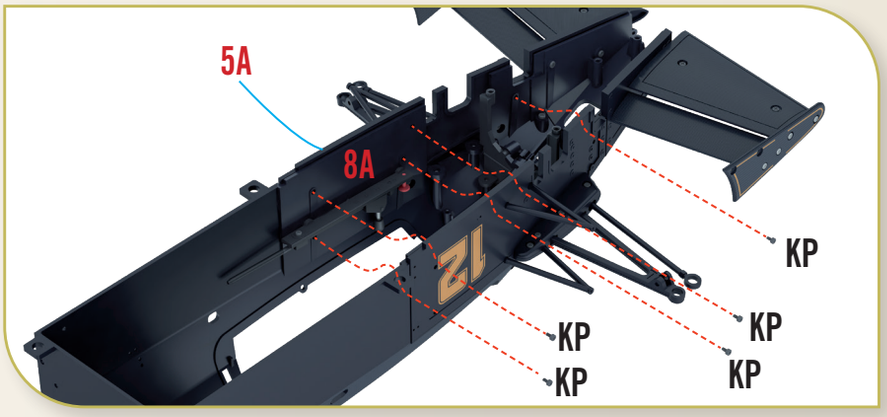


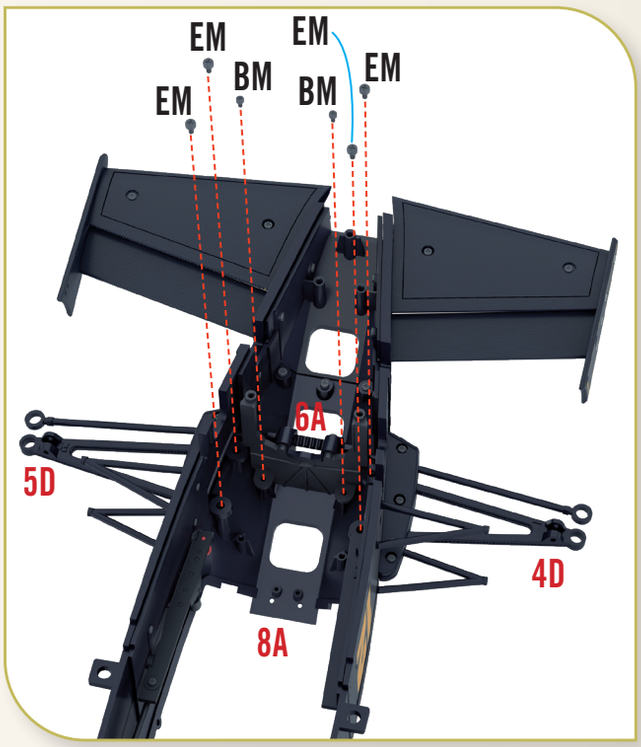
STEP 8-7

Attach the left side of the monocoque chassis top section **8A** to the side of the nose cone front left wall "L" **4A**, using five **KP** screws at the points shown in the image.

STEP 8-8

Attach the right side of the monocoque chassis top section **8A** to the side of the nose cone front right wall "R" **5A**, using five **KP** screws at the points shown in the image.



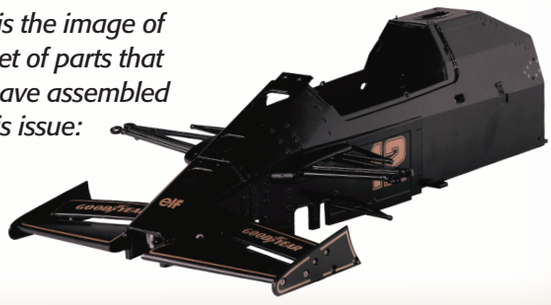


STEP 8-9

Join the monocoque chassis top section **8A** to the front suspension upper wishbone arms **5D** and **4D**, using four **EM** screws. They must be placed in the larger pins of the monocoque chassis top section. To finish, use two **BM** screws to attach the assembled set to the steering rack mounting bulkhead **6A**.

FINAL ASSEMBLY

This is the image of the set of parts that we have assembled in this issue:



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Ayrton Senna
Turbo
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